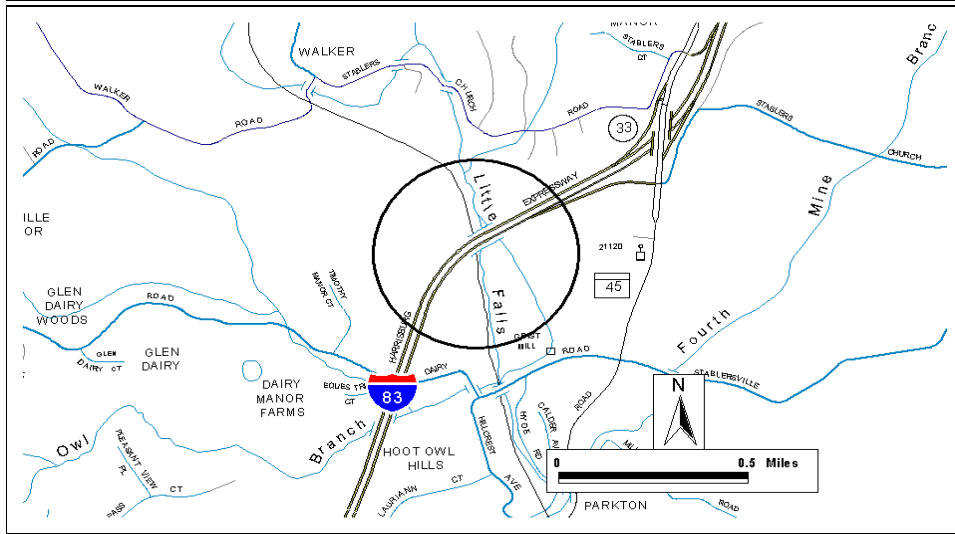


STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replaced Bridge 3211 over the North Central Railroad Trail and Little Falls.

JUSTIFICATION: This project replaced the existing deteriorated bridges and provided increased structural and traffic safety.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☒ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	340	337	3	0	0	0	0	0	3	0
Right-of-way	31	30	1	0	0	0	0	0	1	0
Construction	11,228	9,734	1,494	0	0	0	0	0	1,494	0
Total	11,599	10,101	1,498	0	0	0	0	0	1,498	0
Federal-Aid	9,208	8,018	1,190	0	0	0	0	0	1,190	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

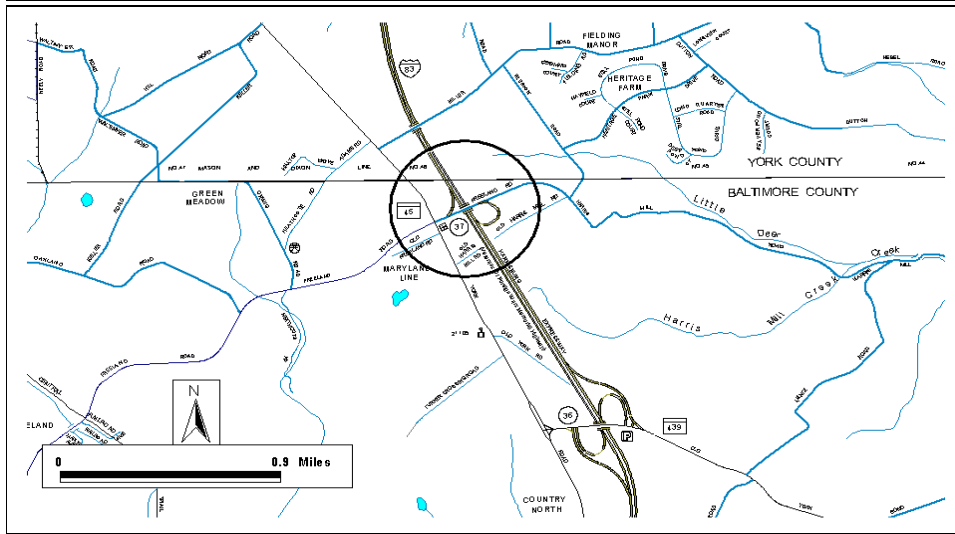
CURRENT (2005) - 48,000

PROJECTED (2030) - 79,200

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 2

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-83, Harrisburg Expressway

DESCRIPTION: Replace Bridge 3207 on Freeland Road over I-83.

JUSTIFICATION: This project will replace the existing deteriorated bridge and provide increased structural and traffic safety.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

<u>Federal Funding By Year of Obligation</u>						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	2702	0	0	0	0	BR

STATUS: Construction to begin during current fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	176	163	13	0	0	0	0	0	13	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,011	0	1,821	1,190	0	0	0	0	3,011	0
Total	3,187	163	1,834	1,190	0	0	0	0	3,024	0
Federal-Aid	2,823	112	1,643	1,068	0	0	0	0	2,711	0

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

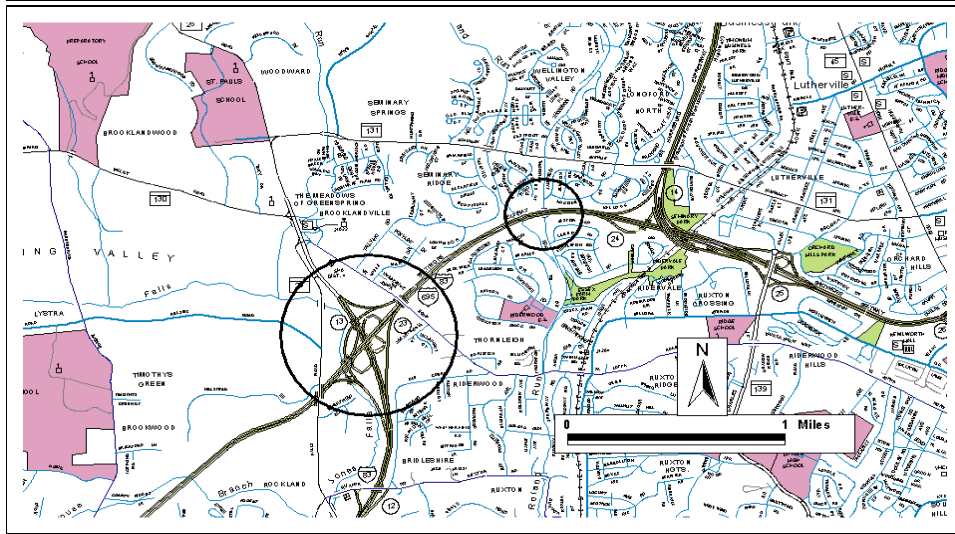
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 42,175

PROJECTED (2030) - 70,750

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Widened and reconstructed the I-695 bridges over MD 25A and Joppa Road, including deck replacement on the Inner Loop bridge over Thornton Road and replaced the ramp bridge to southbound I-83.

JUSTIFICATION: This project provided for future Beltway widening to improve the capacity, operation and safety of this segment of I-695.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-695, I-83(JFX) to I-95 (Line 8)
I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$2.9 million was due to additional noise walls and drainage needs.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012	2013		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	1,591	1,591	0	0	0	0	0	0	0	0	0
Right-of-way	213	121	92	0	0	0	0	0	0	92	0
Construction	23,022	22,231	791	0	0	0	0	0	0	791	0
Total	24,826	23,943	883	0	0	0	0	0	0	883	0
Federal-Aid	20,698	20,011	687	0	0	0	0	0	0	687	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

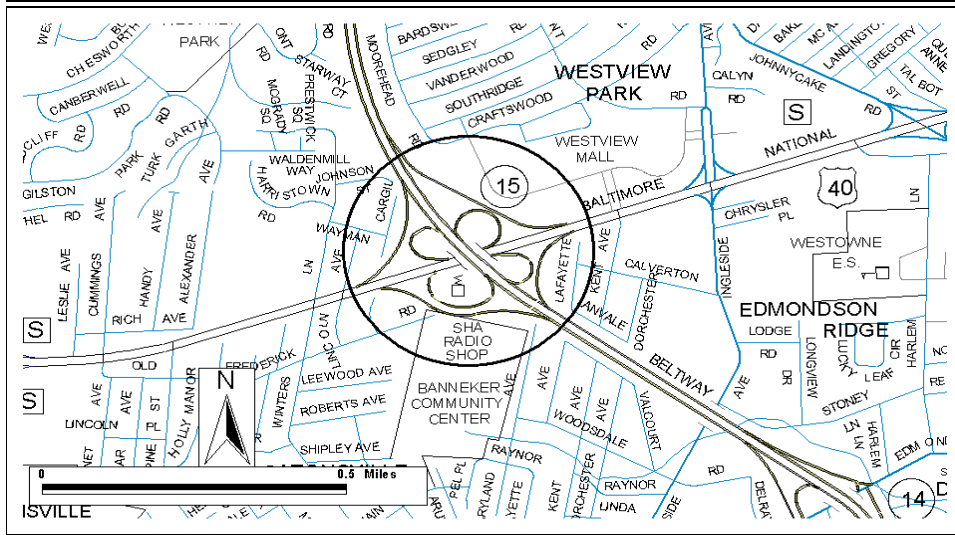
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 182,000

PROJECTED (2030) - 238,900

OPERATING COST IMPACT: N/A



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: This project included the removal of the northwest and southeast loop ramps of the existing clover leaf interchange. The project also included the construction of spur ramps from I-695 Outer Loop to westbound US 40, US 40 eastbound to I-695 Inner Loop and US 40 westbound to I-695 Outer Loop.

JUSTIFICATION: This project improved the safety and operational issues associated with this interchange.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-695, I-95 to MD 122 (Line 7)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	676	676	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	5,362	5,254	108	0	0	0	0	0	108	0
Total	6,038	5,930	108	0	0	0	0	0	108	0
Federal-Aid	4,846	4,753	93	0	0	0	0	0	93	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

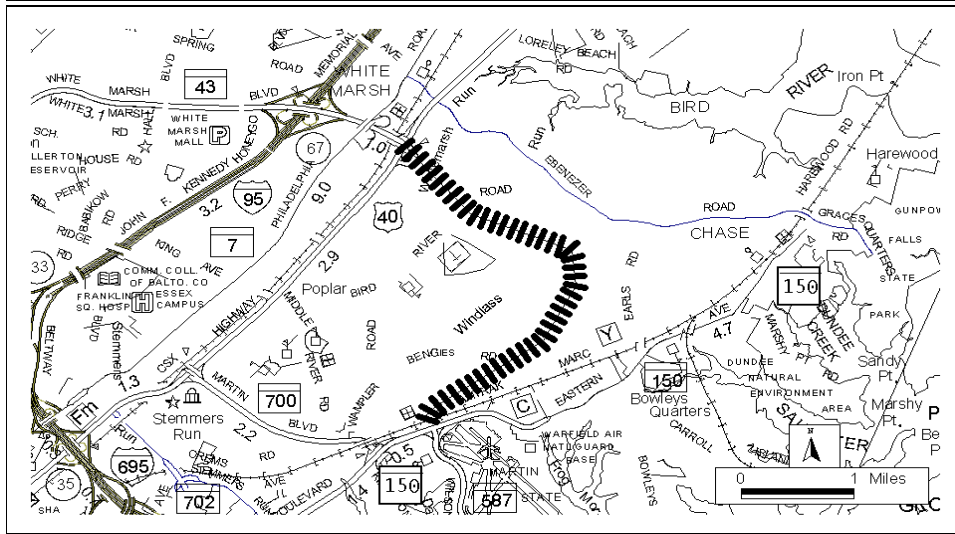
CURRENT (2005) - 188,300

PROJECTED (2030) - 269,700

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 5

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 43 Extended

DESCRIPTION: Constructed a partially access controlled highway between MD 150 and US 40. Sidewalks were included where appropriate. Wide outside curb lanes will accommodate bicycles (3.60 miles).

JUSTIFICATION: Significant economic growth is planned for the Middle River Employment Center area that cannot be accommodated with the existing transportation network. In order for this development to occur as Baltimore County has planned, additional access was needed.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

US 40, MD 43 to Ebenezer Road (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to Service. County and State split PP and PE costs and County contributed \$12.0 million towards Right-of-way. The cost shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	1,425	1,425	0	0	0	0	0	0	0	0
Engineering	1,956	1,956	0	0	0	0	0	0	0	0
Right-of-way	8,719	4,336	2,816	1,567	0	0	0	0	4,383	0
Construction	43,688	42,275	1,413	0	0	0	0	0	1,413	0
Total	55,788	49,992	4,229	1,567	0	0	0	0	5,796	0
Federal-Aid	36,603	33,109	2,599	895	0	0	0	0	3,494	0

FUNCTION:

STATE - Intermediate Arterial

FEDERAL - Urban Principal Arterial

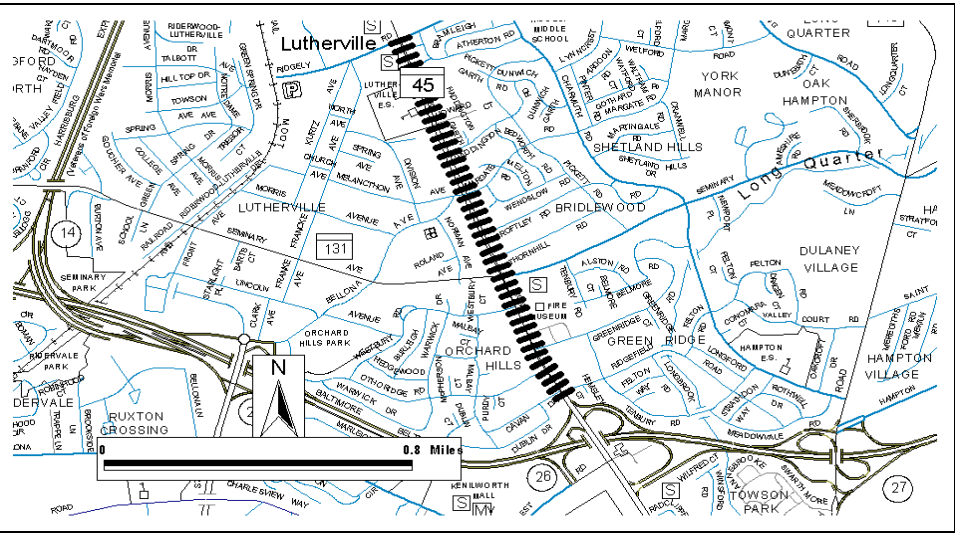
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 17,300 (Ebenezer Road)

PROJECTED (2030) - 56,800

OPERATING COST IMPACT: \$18,000 per year



PROJECT: MD 45, York Road

DESCRIPTION: Widen MD 45 to provide a center turn lane from Cavan Drive to Ridgely Road. Project will include streetscape amenities and bicycle and pedestrian improvements where appropriate (1.09 miles).

JUSTIFICATION: This project will improve capacity, operational and safety issues associated with this segment of MD 45 (York Road), as well as enhance neighborhood appearance.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	8362	0	0	0	0	STP/HP

STATUS: Right-of-way and Construction underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The cost increase of \$4.8 million is due to additional utility needs, increased property values and an unfavorable bid price. Construction includes additional FY06 Federal Appropriation Act Funds.

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER		
<u>PROJECT CASH FLOW</u>										
PHASE	TOTAL	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)				<u>FOR PLANNING PURPOSES ONLY</u>					
					.....2009.....	.....2010.....	.....2011.....	.....2012.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	2,094	2,035	59	0	0	0	0	0	59	0
Right-of-way	4,764	2,496	1,081	626	561	0	0	0	2,268	0
Construction	10,287	3	3,294	4,354	2,636	0	0	0	10,284	0
Total	17,145	4,534	4,434	4,980	3,197	0	0	0	12,611	0
Federal-Aid	12,142	1,998	3,526	4,034	2,584	0	0	0	10,144	0

FUNCTION:

STATE - Minor Arterial
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

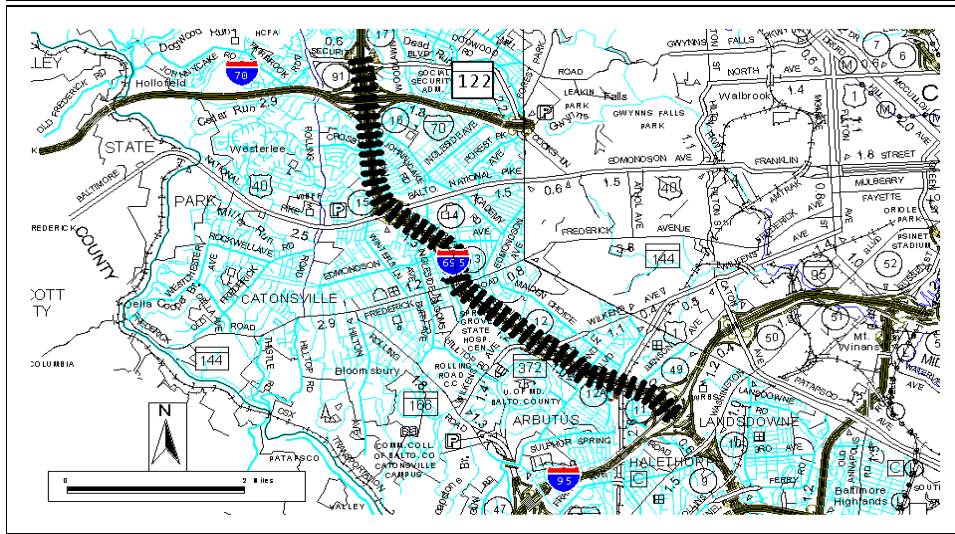
CURRENT (2005) - 42,500

PROJECTED (2030) - 58,900

OPERATING COST IMPACT: \$1,400 per year

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 7

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-95 to MD 122 (Security Blvd.) (5.67 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety on this segment of I-695.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:
I-695, Interchange at US 40 (Line 4)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	2200	0	0	0	0	HP
RW	0	1234	0	0	0	HP
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway. An additional \$36.1 million is needed to complete Engineering. Right-of-way for the segment from MD 144 to Ingleside Ave. to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	1,426	1,426	0	0	0	0	0	0	0	0
Engineering	13,795	9,997	800	800	800	1,398	0	0	3,798	0
Right-of-way	1,913	293	0	828	792	0	0	0	1,620	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	17,134	11,716	800	1,628	1,592	1,398	0	0	5,418	0
Federal-Aid	11,118	6,999	624	1,241	1,241	1,013	0	0	4,119	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

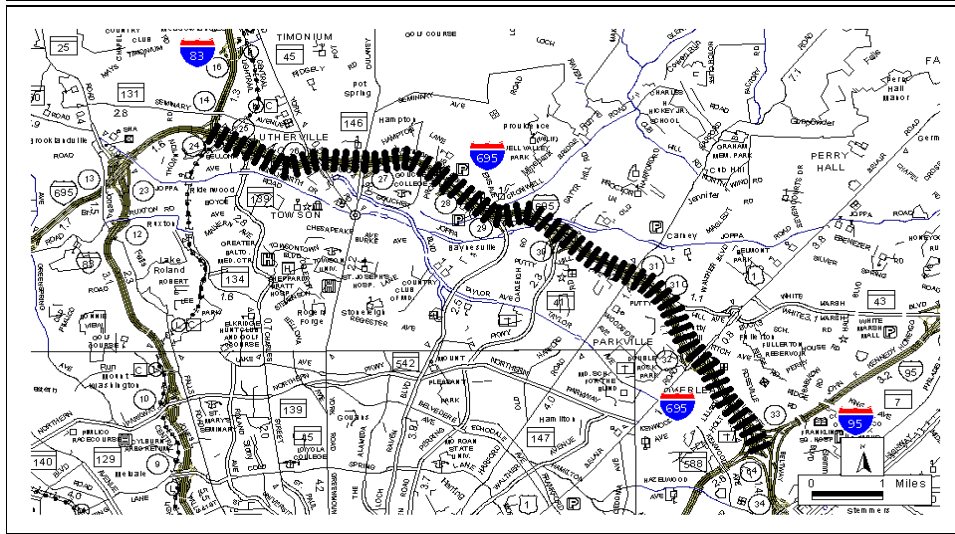
CURRENT (2005) - 206,900

PROJECTED (2030) - 284,500

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 8

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Upgrade existing I-695 to an 8 lane freeway from I-83 (JFX) to I-95 (east) (11.38 miles).

JUSTIFICATION: This project would provide additional capacity and improve operations and safety of this segment of I-695.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, Bridges over MD 25A & Joppa Road (Line 3)
 I-695, at MD 139 (Line 9)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Partial Engineering underway for the segment from MD 41 to MD 147. An additional \$43.4 million is needed to complete Engineering.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: The Charles Street bridge replacement was added to the Development and Evaluation Program (Line 9) as a breakout project.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					....2009....	....2010....	....2011....	....2012....		
Planning	1,515	1,515	0	0	0	0	0	0	0	0
Engineering	6,506	5,464	150	200	692	0	0	0	1,042	0
Right-of-way	18	18	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	8,039	6,997	150	200	692	0	0	0	1,042	0
Federal-Aid	4,899	4,491	62	62	284	0	0	0	408	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

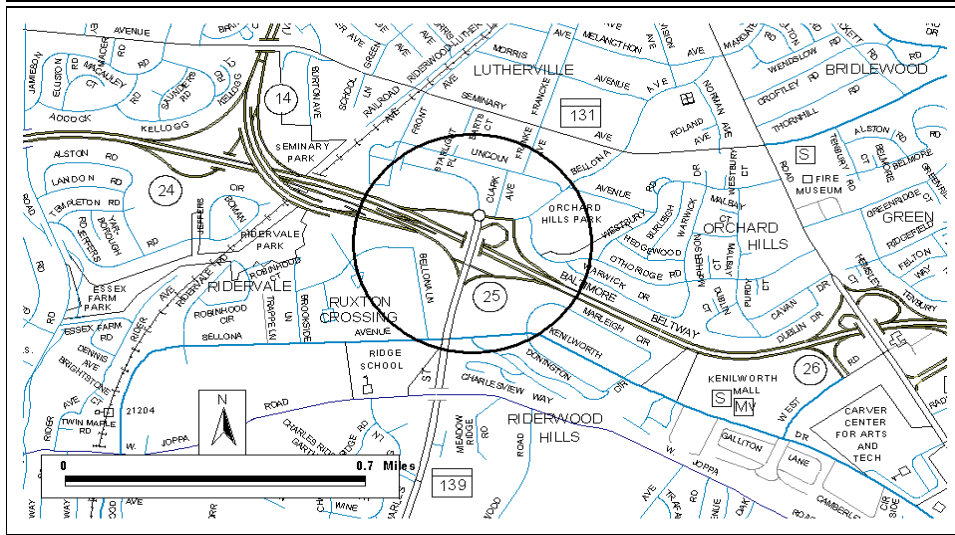
CURRENT (2005) - 178,200

PROJECTED (2030) - 234,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Baltimore County -- Line 9

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-695, Baltimore Beltway

DESCRIPTION: Replace existing bridge at MD 139 (Charles Street).

JUSTIFICATION: The existing bridge is deteriorated and in need of replacement. The new bridge will be designed to accommodate the future widening of the Baltimore Beltway.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-695, Bridges over MD 25A & Joppa Road (Line 3)
 I-695, I-83 to I-95 (Line 8)
 I-695, Noise Barriers (System Preservation Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: This project was added to the Development and Evaluation Program as a breakout project of I-695 from I-83 to I-95 (Line 8).

POTENTIAL FUNDING SOURCE:										
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	6,882	563	800	800	4,719	0	0	0	6,319	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,882	563	800	800	4,719	0	0	0	6,319	0
Federal-Aid	5,206	394	592	592	3,628	0	0	0	4,812	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

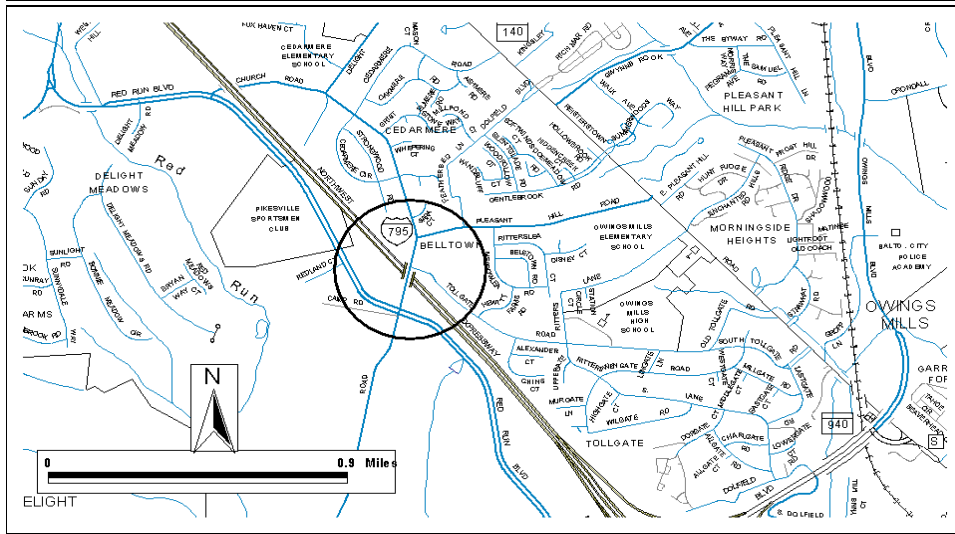
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 179,900

PROJECTED (2030) - 225,600

OPERATING COST IMPACT: N/A



PROJECT: I-795, Northwest Expressway

DESCRIPTION: Study to develop interchange options at Dolfield Road.

JUSTIFICATION: This project would provide improved access to the planned growth corridor along Red Run Boulevard in Owings Mills.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Initiation of Project Planning is dependent upon private funding.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added to the Development and Evaluation Program. Project Planning to be funded by private developers.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW						
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2006	CURRENT YEAR 2007	BUDGET YEAR 2008	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2009.....	.....2010.....	.....2011.....	.....2012.....	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

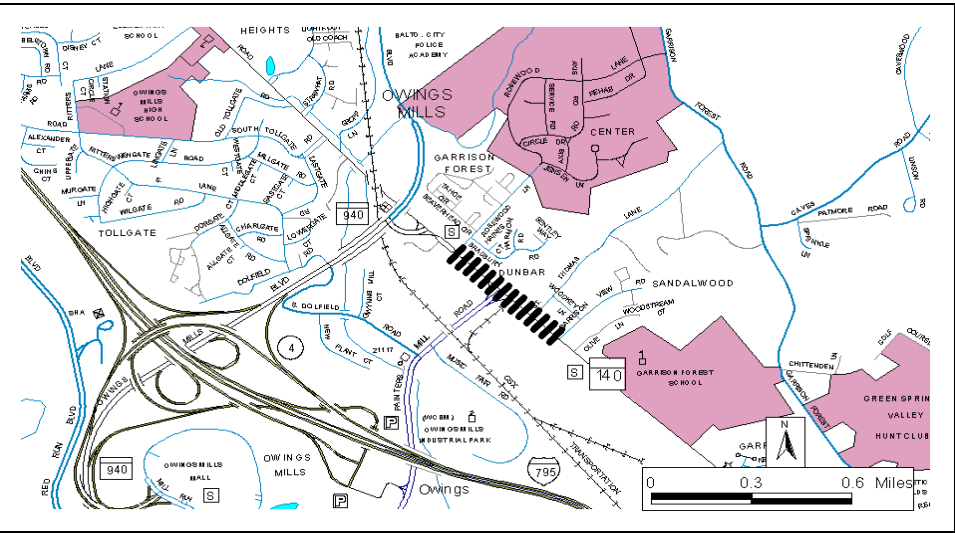
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 77,400

PROJECTED (2030) - 110,600

OPERATING COST IMPACT: N/A



PROJECT: MD 140, Reisterstown Road

DESCRIPTION: Capacity and safety improvements to MD 140, from Garrison View Road to north of Owings Mills Boulevard. Bicycle and pedestrian improvements will be provided where appropriate (0.75 miles).

JUSTIFICATION: This project would provide additional capacity and access for the planned development in Owings Mills, including the Owings Mills Town Center and the Owings Mills Metro Station.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Engineering underway. Right-of-way acquisition to begin during current fiscal year. An additional \$6.6 million is needed to complete Right-of-way.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: Added additional Engineering and partial Right-of-way funds.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			.....2009.....	.....2010.....	.....2011.....	.....2012.....	.....2013.....		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,492	477	250	265	750	750	0	0	0	2,015	0
Right-of-way	7,000	0	100	6,900	0	0	0	0	0	7,000	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	9,492	477	350	7,165	750	750	0	0	0	9,015	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Principal Arterial
FEDERAL - Other Principal Arterial

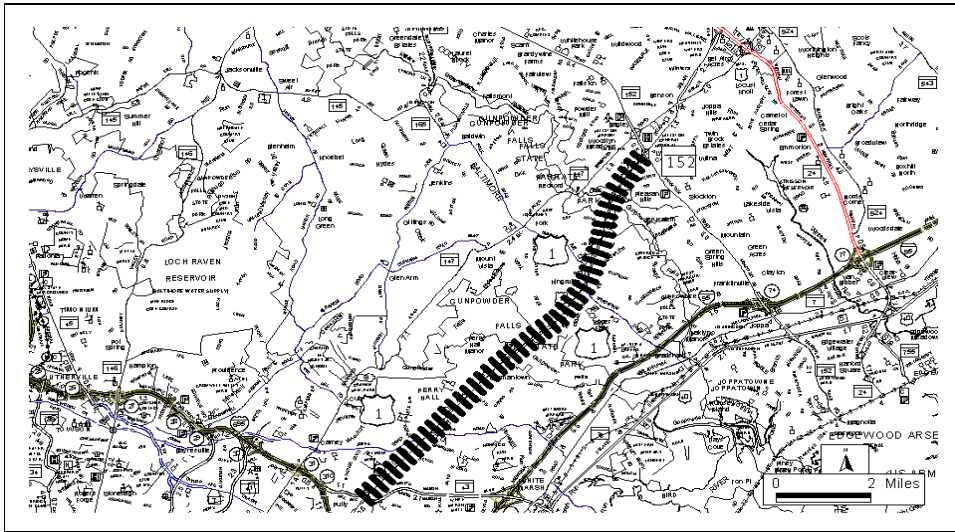
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 37,300 (MD 140)

PROJECTED (2030) - 72,100 (MD 140)

OPERATING COST IMPACT: N/A



PROJECT: US 1, Belair Road

DESCRIPTION: Study to reconstruct US 1 from MD 43 to MD 152 (8.46 miles). Sidewalks will be included where appropriate. Wide outside curb lanes will accommodate bicycles.

JUSTIFICATION: This improvement would relieve congestion and improve safety and traffic operations on US 1. This project would also provide capacity for the planned residential and commercial development along US 1.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

US 1, MD 152 to Hickory Bypass (Harford County - Line 6)

Federal Funding By Year of Obligation

PHASE	FFY 2007	FFY 2008	FFY 2009	FFY 2010	FFY 2011 - 2012	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning complete.

SIGNIFICANT CHANGE FROM FY 2006 - 11 CTP: None.

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2006			2009	2010	2011	2012		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,202	1,202	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	1,202	1,202	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2005) - 35,300

PROJECTED (2030) - 62,200

OPERATING COST IMPACT: N/A

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	US 40	Pulaski Highway; Martin Boulevard to Ebenezer Road; resurface westbound roadway	1,617	Completed
2	US 40	Pulaski Highway; Baltimore City Line to Chesaco Avenue; resurface	1,337	Completed
3	MD 45	York Road; Bridge 3043 over Beaver Dam Run to Thornton Mill Road; safety and resurface	1,672	Completed
4	MD 140	Reisterstown Road; I 795 to the Carroll County Line; resurface	1,725	Completed
<u>Bridge Replacement/Rehabilitation</u>				
5	I 195	Metropolitan Boulevard; Francis Avenue to CSX Railroad; bridge deck overlays on 4 bridges	1,811	Completed
6	MD 695/151	Baltimore Beltway/North Point Road; various bridges along MD 695 and MD 151; bridge rehabilitation	4,108	Completed
7	MD 702/695	Southeast Boulevard/Baltimore Beltway; rehabilitation of decks on 18 bridges along MD 702 and MD 695	6,100	Completed
<u>Safety/Spot Improvement</u>				
8	US 1	Belair Road; at New Cut Road; intersection improvements	108	Completed
9	US 1	Belair Road; at Mt. Vista Road; widen to provide left turn lanes and at Sunshine Avenue/Bradshaw Road; geometric improvements	1,237	Completed
10	I 95	At I 195 interchange; adjust cross slope of northbound I 95 median shoulder and widen northbound I 95 to increase the length of the acceleration lane from eastbound I 195 ramp	1,557	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Year 2006 Completions (cont'd)</u>				
<u>Community Safety and Enhancements</u>				
11	MD 150	Eastern Boulevard; at bridge 3096 over Middle River; aesthetic improvements	218	Completed
<u>Intersection Capacity Improvements</u>				
12	I 695	Baltimore Beltway (outer loop); MD 7 to I 95; geometric improvements	728	Completed
<u>Fiscal Years 2007 and 2008</u>				
<u>Resurface/Rehabilitate</u>				
13	MD 45	York Road; north of Padonia Road to bridge over Beaver Dam Run; resurface (Funded for preliminary engineering only)	353	FY 2008
14	MD 45	York Road; north of Timonium Road to south of Padonia Road; resurface (Funded for preliminary engineering only)	82	FY 2008
15	MD 147	Harford Road; Jomat Avenue to north of Cubhill Road; resurface	3,429	Under construction
16	MD 150	Eastern Boulevard; MD 587 to Graces Quarters Road; resurface includes new signal (Maryland Air National Guard) at Lynbrook Road	3,818	FY 2007
17	MD 166	Rolling Road; Frederick Road to Bloomsbury Avenue; improve safety and traffic operations	752	Completed
18	I 695	Baltimore Beltway; Providence Road to Perring Parkway; resurfacing	4,780	FY 2008
19	I 695	Baltimore Beltway; Liberty Road to north of Old Court Road; resurface	3,818	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Bridge Replacement/Rehabilitation</u>				
20	MD 695	Baltimore Beltway; Bridge 3257 over Chesaco Avenue; rehabilitate bridge and provide superelevation around curve on northbound roadway	3,368	Completed
21	MD 695	Baltimore Beltway; Back River to Morse Lane; bridge deck overlays on 12 bridges	11,661	Under construction
<u>Safety/Spot Improvement</u>				
22	MD 26	Liberty Road; Brenbrook Drive to the Baltimore City Line; pedestrian safety improvements and traffic signal reconstruction	2,464	Under construction
23	US 40	Pulaski Highway; MD 43 to Ebenezer Road; widen roadway and bridge over Honeygo Run to provide an additional through lane westbound, resurfacing, drainage improvements, and traffic barrier upgrades	1,748	Under construction
24	US 40	Pulaski Highway; at Middle River Road; widen and re-stripe to provide a third through lane eastbound, reconstruct median to provide double left turn lanes westbound, and widen Middle River Road to provide two southbound through lanes and double right turn lanes northbound (Funded for preliminary engineering only)	470	PE Underway
25	I 70	Eastbound at ramp to I 695 northbound; widen existing ramp to provide 2 lanes	1,289	Completed
26	I 83	Harrisburg Expressway; Gunpowder Falls tributaries stream stabilization; drainage improvement	686	FY 2007
27	I 83	Harrisburg Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	14	Under construction
28	I 95	At I 695 interchange (south); provide exclusive lanes on I 695 innerloop for both ramps from I 95 northbound and southbound by eliminating lane number 3 along I 695 innerloop prior to I 95 ramp merge point, provide an optional double lane right exit along I 95 southbound at I 695, and provide an optional double lane left exit along I 95 northbound at I 695 (Funded for preliminary engineering only)	694	PE Underway

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
29	MD 139	Charles Street; Sheppard Pratt to Charles Way Tributary to Towson Run; drainage	901	FY 2008
30	I 195	Metropolitan Boulevard; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	77	Under construction
31	I 695	Baltimore Beltway; Inner loop ramp to Greenspring Avenue; widen existing ramp to provide 2 left turn lanes and 1 right turn lane	514	Completed
32	I 695	Baltimore Beltway; Roland Run stabilization at Charles Street; drainage improvement	463	FY 2007
33	I 795	Northwest Expressway; various locations throughout Baltimore County; replace turndown end treatments and upgrade traffic barriers	139	Under construction
34	I 795	Northwest Expressway; at I 695; geometric improvements (Funded for preliminary engineering only)	100	PE Underway
<u>Community Safety and Enhancements</u>				
35	US 1	Belair Road; through Overlea; streetscape (Funded for concept development only)	350	Concepts Underway
36	MD 7	Philadelphia Road; US 40 to I 695 in Rosedale; streetscape	12,174	FY 2007
37	MD 139	Charles Street; Baltimore City Line to Bellona Avenue; streetscape (Funded for preliminary engineering and right-of-way only. Right-of-way to start in FY 2007.)	500	PE Underway
38	MD 144	Frederick Road; Bishops Lane to the Baltimore City Line in Paradise; streetscape (Funded for preliminary engineering only)	600	PE Underway
39	MD 147	Harford Road; Taylor Avenue to Joppa Road in Parkville; streetscape	11,779	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Community Safety and Enhancements (cont'd)</u>				
40	MD 150	Eastern Boulevard; MD 700 (Martin Boulevard) to east of MD 587 (Wilson Point Road) and MD 587 - MD 150 to Strawberry Point Road in Middle River; streetscape (Funded for preliminary engineering only)	500	PE Underway
<u>Noise Barriers</u>				
41	I 83 SB	Harrisburg Expressway; 360 feet south of Belfast Road to 2650 feet south of Belfast Road; noise barrier	1,434	FY 2008
42	I 695	Baltimore Beltway (outer loop); Reisterstown Road to 3950 feet northwest of Reisterstown Road; noise barrier	2,071	FY 2007
43	I 695	Baltimore Beltway (inner loop); 1600 feet south of Windsor Mill Road to Windsor Mill Road; noise barrier	1,854	FY 2008
44	MD 695 NB	Baltimore Beltway (outer loop); bridge over Amtrak to 400 feet northeast of Eastern Avenue interchange; noise barrier	2,814	FY 2008
<u>Environmental Preservation</u>				
45	MD 295	Baltimore Washington Parkway; I 695 to the Baltimore City Line; landscape	159	Under construction
<u>Sidewalks</u>				
46	MD 26	Liberty Road; Live Oak Road to Deer Park Road; retrofit sidewalk - 10,205 linear feet	50	FY 2007
47	MD 134	Bellona Avenue; Labelle Avenue to Malvern Avenue; retrofit sidewalk - 820 linear feet	52	FY 2007
48	MD 134	Bellona Avenue; Boyce Avenue to Labelle Avenue; retrofit sidewalk - 760 linear feet	52	FY 2007

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Sidewalks (cont'd)</u>				
49	MD 140	Reisterstown Road; Chartley Drive to Franklin Boulevard; retrofit sidewalk - 100 linear feet	3	FY 2007
50	MD 140	Reisterstown Road; Old Cradock Lane to McDonogh Road; retrofit sidewalk - 600 linear feet	15	FY 2007
51	MD 140	Main Street; Chartley Drive to MD 30; retrofit sidewalk - 200 linear feet	24	FY 2007
52	MD 140	Reisterstown Road; at Ritters Lane/Enchanted Hill Road; retrofit sidewalk - 30 linear feet	3	FY 2007
53	MD 295	Baltimore Washington Parkway; at pedestrian bridge 0330000; retrofit sidewalk - 1,100 linear feet	97	FY 2007
54	MD 648	Old Annapolis Road; Anne Arundel County Line to Ohio Avenue; retrofit sidewalk - 6,340 linear feet	100	FY 2007
<u>Intersection Capacity Improvements</u>				
55	US 1	Belair Road; Cottingham Road to Joppa Road/India Avenue; capacity improvements	3,064	FY 2008
56	MD 7	Philadelphia Road; at Raphel Road; bypass lane	738	Completed
57	MD 26	Liberty Road; at Wards Chapel Road; geometric improvement (Funded for concept development only)	59	PE Underway
58	MD 30	Hanover Pike; at MD 91; widen to two lanes in each direction (Funded for concept development only)	59	PE Underway
59	US 40	Baltimore National Pike; Old Frederick Road to east of Winter's Lane; provide 3rd lane for eastbound and westbound	2,709	FY 2007
60	MD 45	York Road; at Timonium Road; intersection improvements	1,023	Under construction

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
<u>Fiscal Years 2007 and 2008 (cont'd)</u>				
<u>Intersection Capacity Improvements (cont'd)</u>				
61	MD 146	Jarrettsville Pike; at MD 145 (Paper Mill Road); widen northbound MD 146 and eastbound MD 145 to provide additional through lanes	1,483	FY 2008
62	MD 147	Harford Road; at Glen Arm/Mt. Vista Road; construct roundabout (Funded for preliminary engineering only)	275	PE Underway
63	MD 702	Southeast Boulevard; at Hyde Park Road; construct roundabout	1,371	Completed
64	MD 940	Owings Mills Boulevard; at Dolfield Road; intersection improvements	3,100	FY 2008
<u>Enhancements</u>				
<u>Acquisition of Scenic Easements and Scenic/Historic Sites</u>				
65		I 83 Viewshed; Warns Farm Property; purchase of a scenic easement on the 76.86 acre property	177	FY 2007
66		I 83 Chase Waverly Farm; 1,500 feet of road frontage adjacent to I 83; purchase of conservation easement	343	Underway
67		I 83 Roller Property; 5,508 linear feet of road frontage along I 83; acquisition of scenic easements	153	Underway
<u>Historic Preservation</u>				
68		US 40 bridge over Patapsco River; rehabilitating historic features of the bridge	2,000	FY 2008
69		North Point Battlefield; Dundalk area acquisition of 9 acre parcel that is historically significant to the War of 1812; historic preservation	900	Completed

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

STATE HIGHWAY ADMINISTRATION -- BALTIMORE COUNTY LINE 13 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2006
		<u>Fiscal Years 2007 and 2008 (cont'd)</u>		
		<u>Enhancements (cont'd)</u>		
		<u>Environmental Mitigation</u>		
70		Gunpowder Falls Stream Stabilization; restore and stabilize 300 linear feet and 500 linear feet of stream channel at the southern and northern sites	475	FY 2007
71		MD 139 tributary to Towson Run Stabilization - stream stabilization of tributary to Towson Run along MD 139 (Charles Street) near the Greater Baltimore Medical Center.	452	FY 2007